

CITY OF PARIS

Famous Atlantic Liner Has Another Mishap.

STRUCK SHORE THIS TIME

Stranded Near a Wreck—No Loss of Life—Passengers Taken Off—Hope of Saving the Ship.

FALMOUTH, May 21.—The American line steamer Paris, Captain Watkins, from Southampton and Cherbourg for New York, struck on an outlying ridge of the manacles early this morning at a point half a mile from where the wrecked Atlantic transport Mohegan lies, and five miles from Falmouth. The Paris, which sailed from Southampton yesterday, called at Cherbourg and picked up fifty passengers. She left Cherbourg at 6 o'clock last evening. Soon after 1 o'clock this morning, at high tide and in a dense fog she ran ashore. From the first there was no danger. Lifeboats and tugs were soon literally swarming around the vessel rendering assistance. A majority of the passengers, who numbered 380, were brought to Falmouth, where the obtained lodgings for the night.

Captain Watkins reported that his ship was lying comfortably in smooth water, and there was no occasion for any alarming reports. He reported the passengers and crew all well.

The first indication of the vessel's striking the rocks was a slight grating sound, which was followed by a second and more pronounced shock. The lookout shouted that there was something looming ahead, but before there was time to reverse the engines the ship had gone on the rocks, 200 yards from the shore. Assistance was summoned by means of rockets, and the coast guards promptly telephoned to the life-saving station for boats.

A majority of the passengers were not aware that an accident had happened until they were called up by the stewards. On reaching the deck they found the ship's boats in perfect readiness for their reception. The sea was perfectly calm, and the only discomfort that the passengers experienced was caused by the slight rain that was falling at the time. Owing to the calmness of the sea, the boats could be managed with entire safety.

Perfect order prevailed aboard the vessel. Captain Watkins stood on the bridge giving orders and his perfect self-possession and calmness of demeanor had a reassuring effect upon the passengers. In accordance with the instruction of the captain, the women and children were the first to be taken off the ship. Such perfect order was maintained that a passenger described the scene as simply a slow procession of women and children walking in single file to the boats.

It is suggested that as this is only their second trip from Cherbourg, the officers of the Paris were not familiar with the course. The crew of the Paris are still aboard the vessel.

It is believed that the steamer has a large rent in her bottom in the forward part of the ship. Tugs are standing by her and will assist in an effort to get her off the rocks.

Further details of the disaster show that when the vessel struck the crew were summoned on deck. The passengers appearing were met in the companion way with comforting words and assurances of their safety. Exceptional coolness was shown on all sides, the stewards distributing coffee and stimulants to all who desired them.

Captain Watkins had his gig lowered and rowed ashore in order to ascertain his whereabouts and to telegraph to Falmouth for tugs to assist his ship. In the meantime rockets were sent up and signal guns were fired.

When dawn broke every one on board was relieved to find the shore on one side and lifeboats lying near by on the other. The vessel lay with her head to the southwest, the reversing of her engines having put her broadside on to the rocks. Happily the sea was smooth and there was no wind. Otherwise there would probably have been a different tale to tell.

The dangers of the vicinity were strikingly brought home to the passengers and crew by the masts of the wrecked steamer Mohegan, which are sticking out of the water, and by a miserable bell buoy, which tolls almost constantly, as though sounding a death knell.

When Captain Watkins returned from his trip ashore he learned that there was already considerable water in the hold, and the tugs which had arrived stood by in readiness for any emergency. All the passengers were transferred to the tug Dragon, but beyond the clothes they wore they took nothing with them. They were land-

ed at Falmouth shortly after 7 o'clock, the local agents of the American line meeting them and providing them with every care and quartering them at the various hotels and the Sailors' Home.

When the Paris struck the tide was within an hour of the flood, and this proved insufficient to raise her off the rocks. Hundreds of people visited the scene during the day.

It is stated that those in charge of the Paris were so perfectly confident that they were pursuing the proper course that the vessel was steaming eighteen or nineteen knots an hour when they struck.

In connection with the accident to the Paris it will be of interest to mariners and travelers to hear that persistent agitation since the wreck of the Mohegan has at last induced the Trinity brethren to erect, and last week they promised to erect a gas-lighted, automatic sound-producing buoy on the manacles in place of the useless bell buoy now there. Gangs of men on lighters have gone to the stranded steamer to take off the belongings of the passengers.

DUTY TO PUBLIC

The Relation of the Physician to the Community.

REMARKS BY DR. WOOD

Discussions of the Medical Men—Typhoid New Here—Dangers of Tuberculosis

(From Wednesday's Daily.)

The second session of the annual convention of the Medical Association of Hawaii was held last evening. There were about twenty doctors present, and an interesting evening was passed.

Dr. F. Howard Humphris presented an able paper on tuberculosis. It concluded with a resolution that efforts be made to instruct the public as to the danger of tuberculosis. In the discussion which followed Surgeon-Major Wood told of a new treatment which has been recently discovered, and which has been used with good results. The paper read by Dr. Humphris will be published in different languages.

Surgeon-Major Wood presented some pathological specimens, and a thorough discussion of fevers, especially typhoid, was entered into. The general impression was that typhoid has become more prevalent during recent years. Surgeon-Major Wood spoke of a new method for detecting the fever, even months after it has been in the blood.

Tonight the last session of the convention will be held. More papers will be presented. Tomorrow evening the Association will give a banquet to members and invited guests.

At the meeting Monday evening the following officers were elected: Dr. C. B. Cooper, president; Dr. F. R. Day, vice-president; Dr. C. L. Garvin, secretary; Dr. R. P. Myers and Dr. C. B. Wood were elected members of the executive committee to act in conjunction with the above-named officers.

The retiring president, Dr. C. B. Wood, delivered a masterly address in which he dwelt on the fact that the medical profession would be appreciated in proportion to the interest it showed in the general health of the community.

Will Come This Way.

Two new steamers have been added to the fleet of colliers engaged in the coast trade. They are both in New York at present, but will soon be on their way to this side of the continent. James Jerome, owner of the Leelanaw, Mackinaw, Washtenaw and Progress, has just purchased the Matteawan in New York. She is a vessel of 2480 tons net register, and has a carrying capacity of 5000 tons. From New York she will go to Norfolk, Va., there to load for Honolulu, from which port she will come to San Francisco. The Pacific Coast Company has purchased the collier Miami, a vessel of 2292 tons register. She will come around from New York in ballast.—S. P. Chronicle, May 18th.

ONE APPLICATION RELIEVES THE PAIN.

Mr. P. Ketcham of Pike City, Cal., says:—"During my brother's late sickness from acute rheumatism, Chamberlain's Pain Balm was the only remedy that gave him any relief." Many others have testified to the prompt relief from pain which this liniment affords. For sale by BENSON SMITH & CO., LTD., Agents for Hawaiian Islands and all Druggists and Dealers.

Puna plantation is to be floated with in a fortnight.

LIST OF LETTERS.

Remaining in the General Post Office up to May 31, 1899.

GENTLEMEN.

Arnold, A. Adams, J.
Anderson, J. F. Allen, R. L.
Aund, A. Alexander, A. B.
Brown, E. C. Baptist Mission of
Brown, T. F. Church
Bagley, D. H. Buckman, S. W.
Bonquemaire, A. Bush, J. A.
Mle. Boroko, Suawfa-
Bartow, Mr. giro E.
Bashford, C. Boucher, H.
Belsley, C. Brown, J. H.
Besser, P. (2) Brush, C.
Hoyen, Lt. E. H. Brown & Co. Mess
Bolster, A. Brandt, O. A.
Brunsmann, E. (3) Buck, S.
Broadfield, J. Bush, F.
Barnard, O. Benzel, Mr.
Carson, F. Codicillos, Mr.
Campbell, T. Cramer, C.
Caron, J. E. Cru, J. K.
Carter & Turner Cunningham, J.
Callyrova, B. H. Cue, G.
Campbell, J. D. Cullen, G. O.
Campbell, A. B. Central Pub. Co.
Canney, P. Chamberlain, C. P.
Carlsle, L. Clarke, W.
Carlson, C. Congdon, G.
Campbell, W. Cowan, J.
Charmard, H. Corpro, F. L.
Clark, C. H. Cummings, C. L.
Cordes, G. Croall, N. G. (5)
Conn, J. D. Crawley, J. F.
Cook, M. B. Cugrowa, K.
Conson, J. E. Cumming, Mr.
Chicago Dental Cuis, L.
Parlor (2)

Daniel, H. Day, C. (2)
Davy, R. Davis, F.
Davis, W. Denny, C. D.
Dean, Mr. Devine, S.
Denny, E. W. De Saxe Mfg Co.
Dabek, J. Dimond, W. H. (3)
Douglas, G. H. Donnelly, W.
Donnelly, W. J. Dyer, E.
Evans, E. C. Capt. Evans, A. J.
Ernstberger, J. N. Elmendorf, J. D. (5)
Earp, F. Eckert, M.
Edmonds, H. H. Emerson, C. F. (2)
Ewing, W. M.

Farragher, J. F. Feary, L.
Finch, W. W. Ford, G.
Foster, H. W. Frenberg, H. A.
Freemont, A. C. Fulton, A. F. (2)
Garlin, J. Gould, C. B.
Gardner, E. Griffin, Mr.
Giddings, K. A. Gt. Western Boll-
Grunwald, J. er Mfg Co. (4)
Green, J. (4) Graham, W. H.
Gaudle, Mr. Groesbeck, J. R. (4)
George, N. (2) Green & Griffiths
Glen, J. (3) Grimwood, Mr.
Goodwin, A. S. Gray, D. W. -
Goldman, A. (2)

Handman, J. L. Harvey, J.
Hall, R. Hanson, J. J.
Hair, R. (2) Hern, B. H.
Hallenberg, F. C. Hewett, M.
Haltz, J. Hill, J.
Holtz, R. Holbrook, R.
Hooper, N. Hooper, C.
Hendrickson, H. Howard, C. H.
Hilvers, R. Horner, D. E.
Hitchcock, H. A. Holmes, F.
Hodge, C. V. R. Hodge, C. V. R.
Huntley, A. Z. Huntley, A. Z.
Houston, E. D. Houston, E. D.
Hollenden, P. Holsen, P.
Hrapsk, T. Hrausk, T.
Haultman, L. F. (4) Haultman, L. F. (4)
Isidor, J. S. Isidor, J. S.

Isaac, J. Isidor, J. S.
Iverson, A. C. Jones, J. G.
Jones, J. G. Jex, S.
Jewin & Co, J. W. Jones, L.
Johnson, J. Johansen, A.
Johnson, W. Johnston & Ful-
James, P. ton
Katnik, J. Karsen, J. W.
Keating, W. Kavanagh, J.
Kenzul, C. K. Kelley, F. F.
Kennedy, A. C. Kennedy, F. F.
Kendall, E. Kendall, E.
Kirkman, H. L. Kistler, E.
Korner, O. Kimball, T.
Koch, W. Kop, C.
King, F. King, F.

Langfeld, Mr. Little, Mr. and Mrs.
Lomb, C. Q. Lomb, C. Q.
Lewis, J. (2) Lewis, J. (2)
Lewis, G. W. (2) Lewis, G. W. (2)
Loring, J. Lorenz, J.
Leutz, C. W. Lorenz, J. J.
Leigh, J. Lund, J. T. (2)
Lermann, W. J. Lyon, F. M.
Lindman, A. K. Madden, C.
Mansfield, Mr. Martin, D.
Marshall, W. S. Martin, H.
Marshall, J. W. Mitchell, M.
Markis, J. Moore, E. B.
Miller, L. (2) Myrtowicz, J.
Moore, A. Mendron, P. M. (4)
Matson, W. Muller, G.
McQuitty, Dr. W. McPherson, T. S.
McGrogan, G. McAdams, H.
McGowan, W. A. K. McLeod, J. (2)
Nagel, Prof. M. McKague, C.
Nelson, A. Nelson, C. L. (2)
Nilsen, E. J. Newmann, W. H.
Norris, A. Nilsen, S.
Nystrum, G. Nystrum, G.

Palmer, T. H. Powtykol, A.
Parker, G. A. Probst & Co, F.
Politzer, S. Parker, Dr. R. H. (2)
Perry, C. E. Pacific Trading Co.
Palmer, T. Phillips, F.
Piss, J. L. Pilger, A. (2)
Peters, G. G. Piggot, J.
Perish, B. Pely, F.
Pearson, J. P. (5) Poole, C. W.
Pierson, W. H. (2) Purdy, C. H.
Pickard, J. Quinn, W. H.

Raine, S. Robinson, H.
Rhenland, G. H. Rydzak, K. (2)
Reilinger, E. Rydzak, D. S.
Rand, S. C. Rohr, E.
Reynolds, E. B. (2) Robertson, R. M.
Reddington, F. Rhodes, C. F.
Robb, W. Rose, M.
Rhodes, G. Runyan, C. F.
Roderick, Mr.

Saquel Co. Sherrett, Mr.
Shelair, A. Smith, W. H.
Smith, J. H. Smith, J. H.
Smialek, W. (2) Stantenberg, F.
Spitzer, J. S. Stanford, I.
Spencer, F. M. St. Clair, A.
Stanton, H. Stiel, P.
Stanford, E. Schellberg, L. E. (2)
Black, G. W. Sullivan, T. F.
Taylor, W. M. Tella, T. (2)



THE PRESIDENT'S PHILIPPINE COMMISSION.
These gentlemen, comprising the commission appointed by the president to investigate the political conditions in the Philippines, have issued a proclamation assuring the Filipinos of the good will of the United States and guaranteeing civil and religious liberty and a stable government. The supremacy of this government will be enforced throughout the archipelago, says the proclamation.

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Thompson, W. Thomson, H.
Thompson, T. Tobin, R. M.
Tobin, A. Thompson, A. E.
Vandorn, E.
Walker, W. Watson, W.
Watson, D. Walker, C.
Weed, W. E. Wessels, J. G.
Weles, A. M. Wessel, G.
Webb, S. H. Welch, O.
Whitney, G. A. Wheeler, F. F.
Williams, C. Wilhelmson, W.
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Wolley, W. Wright, N. W.
Young, L. G. Zink, R.
Zimmerinden, A. Zacek, J.

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Brush, Mrs. P. Berry, Mrs. J.
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Kavanaugh, Mrs. Kratz, T.
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Muller, Miss N. Mayers, Mrs. M.
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Young, Miss R. Young, Miss

REGISTRY BUSINESS.
Evans, Mrs. M. G. Murray, M.
Pettie, Mrs. J. T. Orben, D.
Schachler, W. Votrodt, A. F.
Willie, H.

PARCELS POST.
Hudson, J. C. Mooney, Mrs. H.
MONEY ORDER BUSINESS.
Thomas, C. D.

Parties enquiring for letters in the above list will please ask for "Advised Letters".
JOS. M. OAT,
Postmaster General,
General Post Office, Honolulu, H. I.,
May 31, 1899.

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